



Lee's Dispatch



Captain Bob Lee SCV Camp 2198

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April 15, 2012

Commander's Report

By Doug Garnett

We are in the middle of Confederate History/Heritage month. As I look around at the different events occurring this month I am left to ask how many people know or understand just what our heritage, our history is. It is more than just battles, leaders or even ancestors who served the Confederacy.

Our history is the cold hard facts of the battles, the sacrifices of our ancestors the reconstruction post war. History is something that cannot and should not be ignored or re-written. Our heritage is different. Our heritage is the honor, pride and belief our ancestors had while attempting to protect their land, property and families. These men put everything they had on the line to prevent what they perceived as a foreign army from invading their world. We will never understand their emotions, their true feelings as these men found themselves pitted in the life and death struggle with their fellow Americans. It is for us to remember them and promote their memories in our communities so no one will forget.

Yesterday my sons and I were given the privilege to participate in a parade in Gainesville, Texas to honor those who have received the nation's highest award for valor. The Congressional Medal of Honor parade it was wonderful experience a community coming together to say thank you to these men. As we moved through the route I noticed one thing that also felt good, so many of those in the crowd cheered the SCV for keeping alive the memory. Even school children thanked us and shook our hands. It is a reminder that so often we let those vocal few sway our perception and thoughts of how the country has forgotten. Let's keep our ancestors alive through our memories.

Lee's Dispatch is the official newsletter for the Sons of Confederate Veterans Captain Bob Lee Camp 2198 and is intended for the sole purpose of keeping the camp members and friends of the camp informed to the activities and news of Camp 2198. Statements in this newsletter are those of the author and may not reflect the opinions of the Captain Bob Lee Camp, editor or the National Sons of Confederate Veterans. Within articles or quotes written by outside authors mistakes in spelling, grammar or sentence structure are strictly those of the author and have been left as is.



April 20 – 22 Battle of Mexia, TX

April 20 – 22 Battle of Fort Jackson-150th Anniversary Buras, LA

Apr 27-29 Battle of Jackson Crossroads, Jackson, LA

April 20th -21st Audie Days at the Audie Murphy/American Cotton Museum in Greenville 9-11:30 in the Civic Center

April 21st - 22nd Civil War Days at Chestnut Square in McKinney 12:00 – 4:00 pm.

May 4th - 5th Living History at Ft. Inglish along with Bonham Heritage day Bonham, Texas.

May 4th-6th Battle of Port Jefferson, TX
<http://www.jeffersontexas.com/BattleofPortJefferson/tabid/2196/Default.aspx>

May 19th Goodman Museum Annual Heritage Day Tyler, Texas. <http://www.cityoftyler.org/Default.aspx?tabid=203>

If you have an event you want listed or know of an event not listed please let us know so we can get it in next month

Please Notice

The grave dedication scheduled for 2:00 pm this afternoon has been postponed. We will reschedule as soon as possible.

THE JEWISH CONTRIBUTION TO THE CONFEDERACY

Marc Jordan Ben-Meir, PhD

Part-3

So what happened to change the joyous face in our country? Was the Jewish participation in the civil war the cause of later anti-Semitism? First the nature of Christian Americans must be examined. There were many differences between the North and the South, slavery being just one of them. Many people are more than surprised when they learn that owning slaves actually started in Massachusetts and not in the South.

SLAVERY, ONLY ONE DIFFERENCE

Massachusetts was the first slave-holding colony in New England (1), though the exact beginning of black slavery in what became Massachusetts cannot be dated exactly. Slavery there is said to have predated the settlement of Massachusetts Bay colony in 1629, and circumstantial evidence gives a date of 1624-1629 for the first slaves. Samuel Maverick, apparently New England's first slaveholder, arrived in Massachusetts in 1624 and, according to [John Gorham] Palfrey, owned two Negroes before John Winthrop, who later became governor of the colony, arrived in 1630."

The first certain reference to African slavery is in connection with the bloody Pequot War in 1637. The Pequot Indians of central Connecticut, pressed hard by encroaching European settlements struck back and attacked the town of Wetherfield. A few months later, Massachusetts and Connecticut militias joined forces and raided the Pequot village near Mystic, Connecticut. Of the few Indians who escaped slaughter, the women and children were enslaved in New England, and Roger Williams of Rhode Island wrote to Winthrop congratulating him on God having placed in his hands "another drove of Adams' degenerate seed." But most of the men and boys, deemed too dangerous to keep in the colony, were transported to the West Indies aboard the ship *Desire*, to be exchanged for African slaves. The *Desire* arrived back in Massachusetts in 1638, after exchanging its cargo, according to Winthrop, loaded with "Salt, cotton, tobacco and Negroes" Of course Negroes were also imported into the South. This occurred after initially trying to use Native Americans (Indians; many Cherokee) as slaves but who were found to be unsuitable to working in the fields. They were also "too rebellious" and had no problem evading white patrols since they were native to the land. Negroes, when brought to the Americas, were totally unaware of where they were, did not speak the "White man's" language, and obviously stood out when attempting escape. Physically they were considered better suited to hard labor in the heat of the day and the institution of Negro servitude took root and grew. From the 16th to the 19th centuries, an estimated 12 million Africans were shipped as slaves to the Americas.

Of these, an estimated 645,000 were brought to what is now the United States.

By the 1860 United States Census, the slave population in the United States had grown to four million (2). Slavery was a contentious issue in the politics of the United States from the 1770s through the 1860s, becoming a topic of debate in the drafting of the Constitution; a subject of Federal legislation such as the ban on the trans-Atlantic slave trade and the Fugitive Slave Act of 1850; and a subject of landmark Supreme Court cases, such as the Dred Scott decision. Slaves resisted the institution through rebellions and non-compliance, and escaped it through travel to non-slave states and Canada, facilitated by the Underground Railroad. Advocates of abolitionism engaged in moral and political debates, and encouraged the creation of Free Soil states as Western expansion proceeded.

Slavery was only one of the principal issues leading to the Civil War. After the Union prevailed in the war, slavery was made illegal throughout the United States with the adoption of the Thirteenth Amendment of the United States Constitution.

END OF SLAVERY IN THE NORTH

Most Northeastern states became free states through local abolition movements. The settlement of the Midwestern states after the American Revolution by many Northerners led to their decisions in the 1820s not to allow slavery. A Northern block of free states united into one contiguous geographic area which shared an anti-slavery culture. The boundary was the Mason-Dixon Line (between slave-state Maryland and free-state Pennsylvania) and the Ohio River.

CHRISTIAN ACCEPTANCE

Another significant difference between the territories was Christian acceptance of Jews as equals in the South. In the North most jobs were found in factories and émigrés tended to flock to area in order to support the labor market's need for cheap labor. Here manufacturers and factory owners initially gave jobs to extended family members who remained beholden to their relative. Jews, by and large unskilled, were not always welcomed into the factories because they were considered "different" as indicated earlier in this paper, but were able to work from their apartments thus turning their homes into 14 to 16 hour per day sweat shops. My own paternal grandparents and their extended family manufactured cigars in their two room cold water flat. Northern Jews also "looked" different, since so many were orthodox and dressed in accordance with their European village customs they were viewed by most, including Jews who arrived in the United States during earlier periods of immigration.

Jews who had migrated to the South earlier were able to fit in with their Christian neighbors.

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Some Jews owned slaves and those who lived in the mostly agrarian culture were able to compete with their neighbors on a more or less equal basis. Most Southerners, with a few exceptions, viewed Judaism as simply an early form of Christianity. The Jews were, for all intent and purpose, as Southern as anyone else.

Sadly, in the cramped, crowded cities of the North, anyone viewed as being "different" was also feared. The few jobs available were at stake. Each group that arrived on the shores of America was greeted as a competitor for those jobs were available. While the Jews in the South did not experience wholesale anti-Semitism, too many leaders in the North used them as scape-goats in order to focus negative attention away from the economic issues of the day and blame the Jews for the problems everyone encountered.

THE WAR

In February 1861, delegates from the seven seceded states met in Montgomery, AL and formed the Confederate States of America. Working through the month, they produced the Confederate States Constitution which was adopted on March 11. This document mirrored the US Constitution in many ways, but provided for the explicit protection of slavery as well as espoused a stronger philosophy of states' rights. To lead the new government, the convention selected Jefferson Davis of Mississippi as president and Alexander Stephens of Georgia as vice president. Davis, a Mexican War veteran, had previously served as a US Senator and Secretary of War under President.

FROM BAD TO WORSE; INCIDENTS OF OFFICIAL OPPRESSION AND ANTI-SEMITISM IN THE NORTH

December 17, 2006 is the 144th anniversary of the worst official act of anti-Semitism in American history.

On that day in 1862, in the midst of the Civil War, Union general Ulysses S. Grant issued his infamous "**General Order # 11**," expelling all Jews "as a class" from his conquered territories within 24 hours.

A few months earlier, on 11 August 1862, General William Tecumseh Sherman had warned in a letter to the Adjutant General of the Union Army that "*the country will swarm with dishonest Jews*" if continued trade in cotton is encouraged. (Sherman, in a letter written in 1858, had described Jews as "*...without pity, soul, heart, or bowels of compassion...*" and Grant also issued orders on 9 and 10 November 1862 banning southward travel in general, stating that "*the Israelites especially should be kept out... no Jews are to be permitted to travel on the railroad southward from any point. They may go north and be encouraged in it; but they are such an intolerable nuisance, that the department must be purged of them*".

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As a result of Grant's expulsion order, Jewish families were forced out of their homes in Paducah, Kentucky, Holly Springs and Oxford Mississippi, and a few were sent to prison. When some Jewish victims protested to President Lincoln, the Attorney General Edward Bates advised the President that he was indifferent to such objections, "*myself feeling no particular interest in the subject.*"

Nevertheless, on 4 January, 1863, Lincoln had Grant's odious order rescinded, but by then, some Jewish families in the area had been expelled, humiliated, terrified, and jailed, and some stripped of their possessions.

As Bertram W. Korn writes in his classic work, "American Jewry and the Civil War" (1951), They still required of Grant to explain the rescission of the order, stating most vicious anti-Jewish actions ever were never dismissed, admonished or, apparently, even officially criticized for the religious persecution they inflicted on innocent citizens.

HATRED OF JEWS IN THE UNION

The exact reason for Grant's decree remains uncertain. As author and military historian Mel Young points out in his book "Where They Lie," Grant's own family was involved in cotton speculation (as well as owning slaves !), so he perhaps considered Jewish traders as competition. Bertram Korn asserts that many "suspected that the expulsion of the Jews had been foisted upon Grant and Sherman by influential cotton buyers and their [Union Army officer-partners, to pave the way for higher profits for themselves."

And the language spoken by the many Dutch and German-speaking peddlers and merchants in the area was probably confused with Yiddish and many were mistakenly taken to be Jewish.

But the underlying reason for this Order was doubtlessly the prejudice against and hatred of Jews so widely felt among the Union forces. As Korn observes, but only Jews, and not all traders were banished; cotton traders as a group were never expelled. The question therefore....was... "who stood to profit most from the departure of Jews?"...And the answer, "The other traders and speculators, civilian and military," was in itself the only possible explanation of The Order....The Jews were the natural scapegoat...because they had already been the scapegoat for almost two millennia.



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Here, for your edification is the complete context of Grant's Special Order No. 11. I must add here that upon learning of Grants action, President Lincoln immediately ordered General Order No. 11 withdrawn:

HDQRS } THIRTEENTH A. C., DEPT. OF THE
TENNESSEE

Oxford, Miss., December 17, 1862

Hon. C. P. WOLCOTT, (3)

Assistant Secretary of War, Washington D. C.

I have long since believed that in spite of all the vigilance that can be infused into post commanders, the specific regulations of the Treasury Department have been violated and that mostly by Jews and other un-principled traders. So well satisfied have I been of this that I instructed the commanding officer at Columbus to refuse all permits to Jews to come south, and I have frequently had them expelled from the department, but they come in with their carpet-sacks in spite of all that can be done to prevent it. The Jews seem to be a privileged class that can travel everywhere. They will land at any wood-yard on the river and make their way through the country. If not permitted to buy cotton themselves they will act as agents for someone else, who will be at a military post with a Treasury permit to receive cotton and pay for it in Treasury notes which the Jew will buy up at an agreed rate, paying in gold.

There is but one way that I know of to reach this case; that is, for Government to buy all the cotton at a fixed rate and send it to Cairo, Saint Louis, or some other point to be sold. Then all traders (they are a curse to the army) might be expelled.

U.S. GRANT,
Major General
{GENERAL ORDERS} HDQRS 13TH A. C., DEPT OF
THE TENN
{No. 11.} Holly Springs, December 17, 1862 (4)

The Jews, as a class violating every regulation of trade established by the Treasury Department and also department orders, are hereby expelled from the department within twenty-four hours from the receipt of this order.

Post commanders will see that all of this class of people be furnished passes and required to leave, and any one returning after such notification will be arrested and held in confinement until an opportunity occurs of sending them out as prisoners, unless furnished with permit from headquarters.

No passes will be given these people to visit headquarters for the purpose of making personal application for trade permits.

By order of Maj. Gen. U.S. Grant:
JNO. A. RAWLINS,
Assistant Adjutant General

End of Part-3

Battle of Hampton Roads

Norfolk and Richmond both blockaded in Chesapeake Bay by the Union Navy. Supplies, the necessities of life were decreasing. The southerners needed help, needed relief from the suffocating strangle hold by the enemy's ships. To that end a ship which had been burned and sunk by the Union when they vacated Norfolk was raised. This ship originally built in 1855 as the *USS Merrimack*; it was the first of six frigates powered by screw. Launched in February 1856, the *USS Merrimack* toured the Caribbean and ports in the Atlantic. On return the ship was laid up four months for repairs. In October of 1857 *USS Merrimack* again put sail, this time to join the Pacific Squadron as their flag ship. The *Merrimack* rounded Cape Horn and began a two year patrol of the west coast and Central American coast. In 1859 *Merrimack* headed home again rounding Cape Horn and back to Norfolk. The *Merrimack* was laid up for repairs and was still carried on the books as "ordinary" during the crisis of the 1860 election.

Soon after becoming Secretary of the Navy Gideon Wells ordered the ship to be readied for sea. His intention was to move the *Merrimack* to Philadelphia. On the afternoon of April 17, 1860 the boiler was fired. Southern men had used old light ships sunk in the channel to block *Merrimack* from leaving. On April 20th in preparation to abandon Norfolk naval yard the Union navy burned and sunk the *Merrimack* to prevent its capture.

The south was in great need of ships. The Confederates raised the hull of the *Merrimack* and began rebuilding it. Using the existing boiler and engine the ship was constructed into an iron covered ram; the sides of which were covered with 4 inches of iron over 24 inches of wood. Commissioned on February 17, 1862, six years almost to the day or her original commissioning by the Union, the *Merrimack* was now the *CSS Virginia*. Note this is the same date the *CSS Hunley* made its attack on the *USS Housatonic*.

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The *CSS Virginia* was armed with a total of 12 guns, two 7 inch Brooke rifles, two 6.4 inch Brooke rifles, six 9 inch Dahlgren smoothbores and two 12lb Howitzers. The original gun arrangement called for four of the 9 inch guns on each side, one 7 inch in the bow and stern. Since records show the ship carried two more guns it is not sure how they were placed.

Gideon Wells soon found out the Confederates were building an armored ship on the hull of the *Merrimack*. Wells formed an "ironclad board" of three naval officers to evaluate and pick designs for Union ironclads. Seventeen designs were submitted, of those, three were picked. The *USS Galen* designed by Cornelius Bushnell, The *USS New Ironsides* designed by Merrick and Sons and the third design was the "cheese box on a raft", the John Ericsson design of the *USS Monitor*.

The *USS Monitor* was an innovative design, with the hull underwater, covered with an armored deck which overlapped the hull giving almost complete protection to the wooden hull. On top of the armored deck was a pilot house and a large turret which could rotate 360 degrees. Inside this turret were two guns. To propel this new type of craft through the water was new Ericsson designed screw. Between the new steam engine combined with the new screw gave the *USS Monitor* the ability to move exclusively without sail. The ship was started in October 1862 and completed in 118 days.

The turret was heavy, and had its own "donkey" steam engine to rotate it. Inside this turret were the two 11 inch Dahlgren guns. The gun ports were covered with a shutter system to protect the gunners while reloading. The shutter system was hard to operate so the gunners would rotate the turret opening away from the enemy. Stopping the turret from rotating was another problem. A brake system was installed on subsequent versions of the *Monitor*. For the actual *Monitor* the gun crew fired while the turret was rotating.

Sitting low in the water and the armor made the *Monitor* invulnerable but at the same time the weight of the protection made it slow. The *Virginia* too was slow and hard to maneuver; the original steam engine of the *Merrimack* was never intended to power such a heavy ship. The weight of the armor on the *Merrimack* also made the ship a deep draft craft.



On the morning of March 8 1862, the Union ships *USS Cumberland*, *USS Congress*, *USS Minnesota*, *USS St. Lawrence* and the *USS Roanoke* lay at anchor in Chesapeake Bay. This squadron of wooden ships effectively blockaded the bay to the southerners use.

From the James River steamed a floating barn as one witness described the *CSS Virginia*. The Union gunboat *Zouave* sighted the *Virginia* and began to fire on it with its single gun. Ignored by the *Virginia* the *Zouave* got off six shots. The *Virginia* sailed into the peaceful group of ships.

Along with the *CSS Virginia* were the tenders *CSS Raleigh* and *CSS Beaufort*. *Beaufort* had returned the fire of the *Zouave*. Alerted by the *Zouave's* gun fire, the *USS St. Lawrence*, *USS Minnesota* and *USS Roanoke* got underway. All three of these ships soon were aground. The *St. Lawrence* and *Roanoke* did not participate further in the battle. *Virginia* bore down on the closest ship, the *Cumberland*. The *Virginia* rammed the *Cumberland* which started to sink. For a few minutes the *Virginia* seemed it would be taken down with the *Cumberland*, the ram had become stuck. The *Virginia's* ram at last broke off and allowed the ship to back away from the stricken *Cumberland*. The damage from the broken ram caused a minor leak in the *Virginia's* bow. Three ships of the Confederate's James River Squadron, *CSS Jamestown*, *CSS Patrick Henry* and the *CSS Teaser* arrived to assist the *Virginia*.

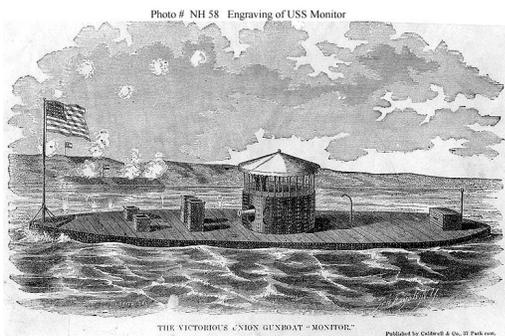


The *Virginia* now turned its attention to the *Congress*. Built in 1841 the ageing ship still carried a formidable fifty guns. The *Congress*, after an hour of gun fire exchange struck her colors. Franklin Buchanan, commander of the *Virginia* ordered the tenders *Raleigh* and *Beaufort* into the shallow water to accept the surrender and assist in the removal of the crew from the burning, sinking *Congress*. The James River Squadron meanwhile had begun an attack on the grounded *USS Minnesota*. Nearby Union shore batteries, not understanding what was going on, opened fire on the tenders and *Virginia*, the tenders had to withdraw. An angry Buchanan pulled back and fired "hotshot" into the *Congress* which caused the fires to worsen. The fire caused the powder magazine to explode. Darkness and the lowering tide ended the first day's battle of Hampton Roads. The *Virginia* and the James River Squadron withdrew back up the river to safer water.

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The *Virginia* found she was not invulnerable to the enemy fire. Captain Buchanan was on deck while directing the rescue of the *Congress* and was hit in the thigh by an enemy musket shot. Two others were killed and many of the ships iron plates were loosened during the days fighting. The smokestack was damaged which slowed the ship's speed. Two of the guns were also disabled. Once in the safe water off Sewell's point the wounded and dead were removed. During the night the ships were resupplied and emergency repairs made. The next morning found the executive officer Lieutenant Catesby ap Roger Jones in command of the *Virginia*. Just as aggressive and determined as Buchanan, Lieutenant Jones brought *Virginia* back into Hampton Roads expecting to engage the *Minnesota* and repeat the success of the previous day. As the *Virginia* and the three ships of the James River Squadron entered the bay Lieutenant Jones saw what he thought was boiler work being performed on the *Minnesota*.



The *USS Monitor*, under the command of Lieutenant J. L. Worden, had arrived during the night and taken up a position to protect the *Minnesota* and *St. Lawrence* from the expected attack of the Confederate ships. *Monitor* fired the first shot of the second day. This shot missed the *Virginia* and struck the *Minnesota* which returned with a broadside toward the *Virginia*.



For the next four hours the two ironclads turned and maneuvered around each other trying to find an advantage. The *Virginia* had been armed with shot and not armor piercing shells. The *Monitor* was using the standard 15lb powder charge on her shells which did not give them the velocity to penetrate the sides of the *Virginia*.

A chance shot from the *Virginia* struck the pilot house on the *Monitor* temporarily blinded Worden. No one else could see to direct the *Monitor*, so the ship withdrew to tend to Worden and allow the executive officer to take charge.

Now under the command of the executive officer Lieutenant Samuel Dana Greene, *Monitor* soon returned to the battle, only to find the *Virginia* leaving the bay. Due to the falling tide, and waning light Lieutenant Jones having seen the *Monitor* withdraw felt he had won the day. Jones decided to return to the area of Sewell's point. Lieutenant Greene seeing the *Virginia* leaving felt they had won the day.



Commodore Josiah Tattnall

Late in March Commodore Josiah Tattnall took command of the *Virginia* and returned to Hampton Roads along with other ships converted to rams with added iron plates. The *Monitor* had remained on station. The Confederates attempted to get the Union navy to engage but neither side wanted to join battle in water not of their choosing. Lieutenant William Nicholson Jeffers had assumed command of the *Monitor*. Jeffers had orders to not risk his ship. For the next month the two ships demonstrated trying to get the other to engage but neither fought another battle.



With the blockade not broken, Norfolk became useless to the south and Major General Benjamin Huger decided to abandon the city on May 9th. The level of the James River fell and the plans to take the *Virginia* further up river could not be fulfilled. Stripped of her guns the ship was burned to prevent it from being captured. The fire burned for most of the day and all night about dawn the next morning the powder magazine exploded. So ended the *Virginia* aka *Merrimack*.

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On Christmas day of 1862 the *Monitor* was ordered to Beaufort, North Carolina to assist in the blockade there. Now commanded by its fourth captain Commander John P. Bankhead, the *Monitor* was under tow, when high winds and heavy waves were encountered. *Monitor* soon began to take on water, so much so the pumps could not handle it. The water soon put out the boiler fire and the ship began to sink. Bankhead ordered the ship abandoned. Most of the crew were rescued by the *USS Road Island*, 16 sailors were lost during the rescue.



Commander John P. Bankhead



USS Monitor sinking

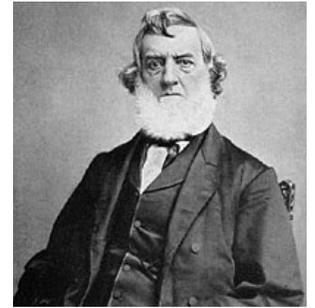


The recovered turret of the USS Monitor

Men who helped shape the Battle of Hampton Roads



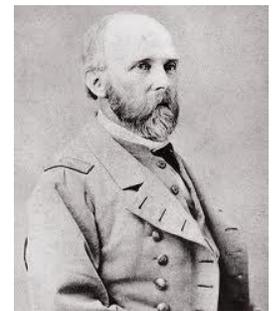
John Ericsson



Gideon Wells



Franklin Buchanan



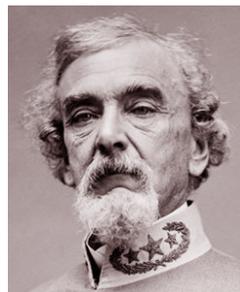
Catesy ap Roger Jones



J. L. Worden



Samuel Dana Greene



Benjamin Huger



William Nicholson Jeffers

Word Search
Battles of 1862

C	V	P	E	R	R	Y	V	I	L	L	E	F	E	K	L	S	R	I	H
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Antietam
Hampton Roads
Shiloh
Fort Donelson
Pea Ridge

Galveston
Sabine Pass
Corinth
Murfreesboro
Winchester

Prairie Grove
Chattanooga
Manassas
Valverde
Fredericksburg

Baton Rouge
Harpers Ferry
Stones River
Fort Henry
Perryville